

SEACLIFF

STATE BEACH

GENERAL DEVELOPMENT PLAN

STATE OF CALIFORNIA – THE RESOURCES AGENCY

DEPARTMENT OF PARKS AND RECREATION

SEACLIFF STATE BEACH
GENERAL DEVELOPMENT PLAN

Prepared by

MASTER PLANNING BRANCH

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Ronald Reagan
Governor
State of California

N. B. Livermore, Jr.
Secretary for Resources

William Penn Mott, Jr.
Director
Department of Parks and Recreation

James E. Warren
Chief
Planning and Development Division

This report was prepared under the supervision of:

Richard A. May Branch Manager
H. Lee Warren Supervising Landscape Architect

by

Project Manager

Emmett U. Blanchfield Senior Landscape Architect

Assisted by Planning Team

1. James P. Tryner Chief, Resource Management
and Protection Division
2. Charles Mehlert Assistant Superintendent,
District 4
3. Lewis P. Griffith State Park Ranger IV
4. Norman L. Wilson Supervisor of Exhibit Preparation
5. Edwin A. Williams Civil Engineering Associate
6. Burdette Cornell Associate Landscape Architect
7. Martin M. Chan Assistant Landscape Architect
8. Thomas C. Welch Assistant Concessions Specialist

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SUMMARY

Seacliff State Beach is one of four State Beaches fronting on Monterey Bay in Santa Cruz County. It is located adjacent to the community of Aptos and is approximately six miles downcoast from the center of the City of Santa Cruz.

It is within a few hundred feet from State Freeway Route 1 with direct access from the Aptos interchange at State Park Drive.

The State Beach provides for both day and overnight use. By reason of climate and physiographic features it is a favorite area for surf and sand activity. A recreation pier with connections to the broken hulk of a beached concrete ship/ is one of the popular attractions.

Aptos Creek divides the State Beach into two units; the Seacliff Unit and the Rio Del Mar Unit. The Seacliff Unit has visitor entry control through a checking station. The Rio Del Mar Unit is without visitor access control.

The State Beach comprises 85.35 acres with an ocean front of almost two miles. The sand beach is of excellent quality and accounts for a visitor use of 851,533 persons during fiscal year 1969-70. It has accommodations for 26 camper-travel trailer spaces and additional parking for 685 cars.

The General Development Plan proposes to redevelop the camping area and picnic area, together with additional parking on the bluff to accommodate a maximum of 1346 car spaces in the Seacliff Unit. These spaces will be used alternately for overnight use and are estimated to accommodate 336 travel trailers and 168 camper-bus single vehicles based upon a 75%-25% use ratio.

The Rio Del Mar Unit is proposed for redevelopment of the Esplanade Area as a "teen" activity area and principal pedestrian access. Beach Road will be provided with an auto control entry and a ¹⁵⁹~~180~~ car parking area at its downcoast terminal.

The State Beach is capable of accommodating a total instantaneous visitor capacity of around 25,000 people. Because of physical limitations, total parking capacity is limited to 1526 car parking spaces on State property. A total of 6,000 persons will enter the Beach from State parking facilities. Another 6,000 persons will walk-in from outside the State area from nearby homes and motels and curbside parking.

It is estimated that 1,305,000 persons will visit the State Beach annually with full development. Revenue from paying visitors and concession fees will amount to an estimated \$359,000 with anticipated operation cost at \$132,735. \$250,000.

A development program is proposed in two stages as;

*Stage 1 (Rio Del Mar Unit)	\$889,450-	\$1,024,950
Stage 2 (Seacliff Unit)	<u>869,000-</u>	<u>1,000,000</u>
for a total project cost of	\$1,698,450-	\$2,024,950
or	\$1,700,000-	2,000,000

*Includes a 3-unit people-mover consisting of a power unit and 2 trailer units with a capacity of 125 persons for an estimated cost of \$65,000 delivered to Seacliff State Beach.

INTRODUCTION

Seacliff State Beach serves the public as an ocean beach recreation area for surf and sand activity. It is classified as a State Beach in accordance with provisions in the Public Resources Code, Section 5001.5.

Location and Access

The beach is located on Monterey Bay approximately six miles downcoast from the center of the City of Santa Cruz. It is opposite the community of Aptos. It is one of five State beaches fronting on Monterey Bay in Santa Cruz County including Twin Lakes, New Brighton, Manresa, and Sunset State Beaches.

Its principle access is by State Route No. 1, a four lane freeway paralleling the Beach about one-fourth miles inland. A direct approach to the State Beach entrance is from the Aptos interchange thence along State Park Drive.

The access to the Rio Del Mar section of the State Beach is from the Aptos interchange thence along freeway frontage roads crossing Aptos Creek and direct to the beach. Access is also available from the Rio Del Mar interchange, thence along Rio Del Mar Blvd. to the beach at the Esplanade, a distance of about one mile.

Property Ownership - size

The present ownership amounts to 85.35 acres. Initial acquisition commenced in 1931 from funds appropriated by the Legislature during the 1927 session. Subsequent appropriations were made during the 1945, 1947, 1948 and 1955 sessions. The latest acquisition was a land gift in 1956.

State funds expended for acquisition have amounted to \$535,368. Value of gifts and grants amount to \$185,300.

General Features

Seacliff State Beach is an elongated property fronting on Monterey Bay for a distance of almost two miles. It is characterized by a superb sand beach averaging in depth a little over 200 feet, a low terrace above the beach at the toe of the bluffs, and precipitous tree-topped bluffs rising to an elevation of about 100 feet above the sea.

Aptos Creek drains to the Bay at a point midway in the Beach and forms a dividing line between the two residential communities; Seacliff on the upcoast side, and Rio Del Mar on the downcoast.

From the top of the bluffs a flat shelf extends inland gradually giving way to low hills and rolling knolls, these in turn are dominated by the steep and forested Santa Cruz Mountains.

In general, the soils along the bluffs are unstable, and where not retained by vegetative cover and drainage control, erosion can be serious.

Climate

1/ A "Marine Mediterranean" climate, with mild, clear days dominating the weather pattern. Nearby Santa Cruz has a mean daily maximum temperature of 69.2 degrees and the mean daily minimum, 44.1 degrees. During the summer months, from June through October, the mean daily maximum temperature ranges through the mid 70's; and it drops to around 60 degrees in mid-winter. Extremes occasionally reach the upper 90's for a day or two at a time, but prolonged hot weather is unknown.

Fog occurs at times throughout the County but during the fall, winter and spring it is confined mostly to the night and early morning.

Rainfall averages nearly 32 inches per year, but 91 percent of it falls in the six months between November through April.

Unique climatic conditions that make Seacliff State Beach, along with other beaches between central Santa Cruz to north of the Pajaro River (Sunset State Beach), particularly suitable for recreation, is a partial wind eddy leaving a thinner layer of fog to burn off in the morning hours. Consequently, Seacliff State Beach has more sunshine throughout the day than other nearby coastal areas.

Radiant temperatures and air temperatures are higher at Seacliff State Beach, and adjoining beaches, than elsewhere on the California Coast north of Santa Barbara. This has a marked effect on a warming tendency of the ocean from Santa Cruz Point to the Pajaro River.

1/ From Aptos Area General Plan, Santa Cruz County, December 1967.

Present Development

Development occurs on the two units of the State Beach as the Seacliff unit, and the Rio Del Mar unit. The two units are divided by Aptos Creek.

The Seacliff unit is developed in three areas as: the bluff area, the overnight use area, and the day-use area. Development in each of the three areas is as follows:

Bluff Area - Includes the entrance to the Seacliff unit from the freeway (State Route 1) along State Park Drive.

1. Checking Kiosk
2. Major parking area - 430 cars
3. Undeveloped overflow parking area - 500 cars
4. Bluff promenade and stairway access to beach
5. Three Ranger residences
6. Service yard with one equipment repair and storage building including chain link fence enclosure and gates.

Day-Use Area (Beach level) - Includes access road and walk from bluff area.

1. Park office at junction of day-use and overnight use access.
2. Recreation pier approximately 500 feet in length including broken concrete ship - Concession.
3. One frame comfort station.
4. Two concrete block comfort stations and dressing room.
5. One long type picnic shelter with 16 picnic tables.
6. Twelve picnic ramadas with 80 picnic tables and 47 picnic stoves.
7. Automobile parking spaces

Overnight Use Area (Beach level upcoast from office)

1. 26 travel trailer-camper campsites.
2. 157 day-use automobile parking spaces.
3. Two frame comfort stations and dressing rooms.
4. 26 camp stoves.
5. 26 tables with 26 food lockers.
6. Promenade walk protected by timber bulkhead.

The Rio Del Mar unit consists principally of the sand beach in front of private commercial and residential development. Present access to and paralleling the beach is by county road and parking area at the Esplanade.

1. One concrete block comfort station and dressing room in the Esplanade area.
2. One concrete seawall, with brick facing, 450 feet in length in Esplanade area.
3. One concrete walk paralleling the seawall.
4. Undeveloped automobile parking for spaces at terminal of Beach Road.

5. A portable fiberglass chemical comfort station is placed during the summer vacation season at the downcoast terminal of Beach Road on the sand opposite the State Beach parking area.

Present Visitor Use

The summary report of visitor attendance for fiscal year 1969-70 is based upon paid attendance at the Seacliff unit (upcoast from Aptos Creek) where there is controlled vehicular access through a checking station; and an estimated visitor use at the Rio Del Mar unit (downcoast from Aptos Creek) where there is free vehicular access. Visitors may walk in to both units free of charge.

1. Paid Day-use

a. Cash - Vehicles 65,989	Persons 264,733
b. Pass - Vehicles 15,354	Persons 40,048
c. Groups - Number <u>203</u>	Persons <u>11,179</u>
Total vehicles 81,332	Total persons 315,960 - 315,960

2. Free Day-use

a. Total walk-in persons	281,475
b. Visitors-vehicles 55,357	Persons <u>221,957</u>
	Total persons 503,432 - <u>503,432</u>
	Total Day-use persons - 819,392

3. Overnight Use

a. Travel trailer sites 26 total paid use

(1) Times used - 8,466	
(2) Total persons	29,654

b. Free camping

(1) Overflow parties 693	persons - 2,470
(2) Groups 1	persons - <u>17</u>

Total camping persons 32,141 - 32,141

Total visitor use - persons 851,533

4. Visitor turnaways (no day-use parking or camping space available)
 - a. Day-use turnaway persons 18,275
 - b. Overnight use turnaway vehicles 3,389
5. Days and nights of operation at or above capacity
 - a. Day-use capacity or above 15
 - b. Overnight use capacity or above 237

Present Visitor Activity and Origin

Day Use Surveys Only

The beach is, of course, the main center of attraction. A majority of the visitors used the beach (61%), walked for pleasure (59%) and picnicked (55%). It is interesting to note that although 55% of the visitors picnicked, only half of them used the picnic facilities provided; the rest picnicked on the beach.

Although 61% of the visitors used the beach one way or another, only 45% went swimming - that is, at least got more of their bodies wet than just their feet! Outdoor games of one sort or another were played by 13% of the visitors. Surf fishing, skin or SCUBA diving, nature study and photography were minor interests.

Although use of surfboards per se is not allowed here, body surfing and use of allowable flotation devices enabled about 12% of the visitors to make some attempt at surfing.

The "concrete ship" is a considerable attraction and is much used. Many people fish from this ship (14%), but others (17%) are content to watch the fishermen, look at the ocean and study the marine interpretive exhibits provided. The food and drink concession helps to make this ship a popular place.

The visitor origin pattern shows 12% of the visitors coming from Santa Cruz County, 65% from the San Francisco Bay Area, 23% largely enroute or staying in the area - 5% from out-of-state, 4% from Southern California and the remaining 14% representing small numbers from most of the rest of the counties of California.

Seacliff State Beach has a number of locations where visitors may walk or climb down the cliff into the park unit without passing through a toll gate. Assuming that these would mostly be local people who "knew the ropes", an intensive effort was made to interview these "walk-in parties" during the August surveys. About 500 "walk-ins" were interviewed and it was quite a surprise to find their origins as diverse as the rest of the visitors. Rather than "knowing the ropes", it appears this "walk-in phenomenon" is simply "Yankee ingenuity" at work. It is the old game of outsmarting someone - if you got intercepted you paid; if not, you got something for nothing!

At Seacliff State Beach, 127 parties were contacted during the survey. Of these, 110 were on a 1-day trip, 3 were enroute, and 14 were staying locally at a vacation residence.

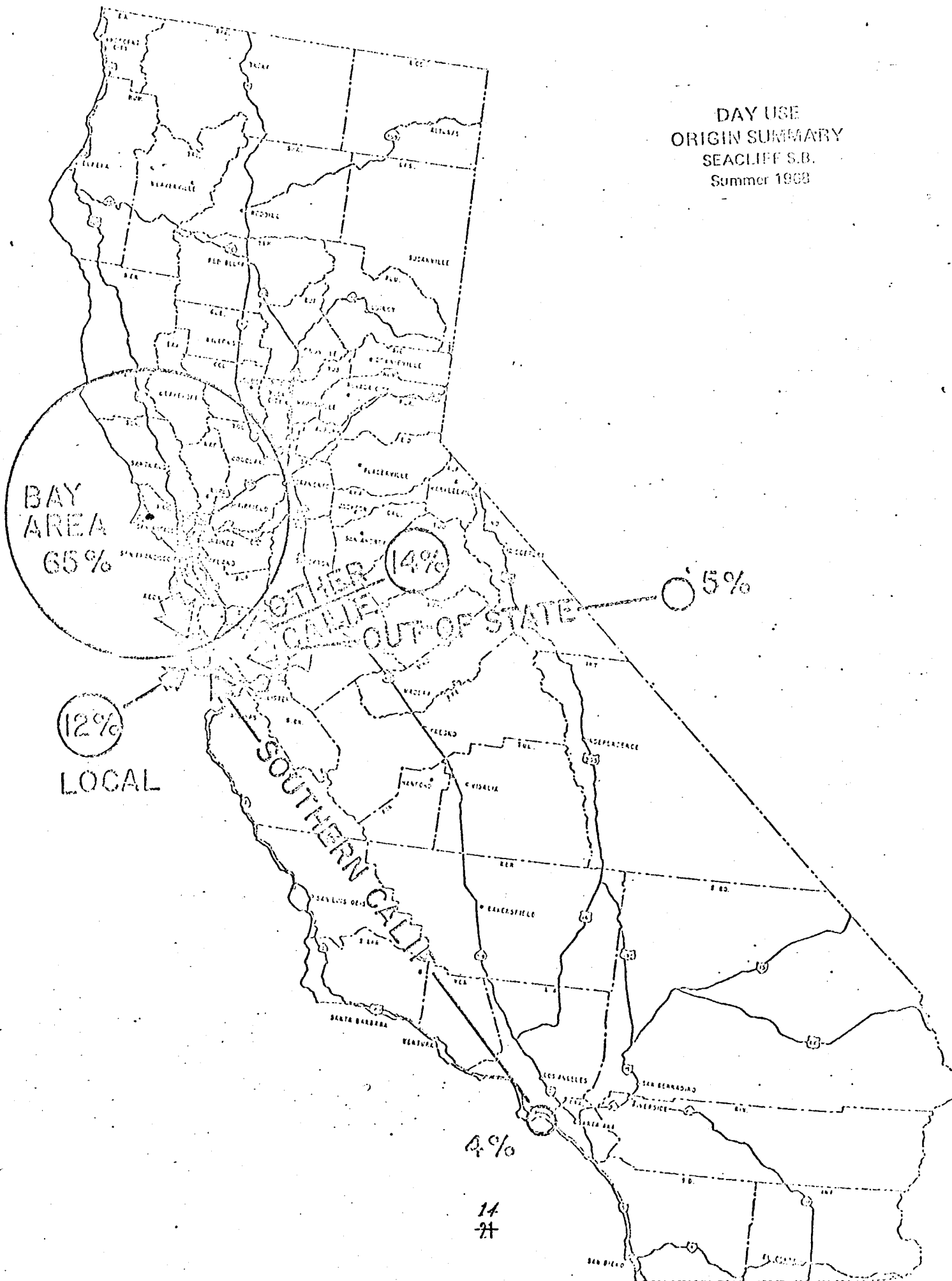
Seven (7) parties interviewed at Seacliff State Beach were staying with friends or relatives, or had a vacation home in the area. The most important interests of these parties were beach use and swimming opportunities provided. The "concrete ship" and picnicking were secondary attractions; fishing and walking for pleasure were of interest to only one party.

Four (4) parties interviewed had their vacation residence at a private or other agency-owned campground. Beach use and swimming again had the most participation. Picnicking was a secondary interest for them.

Two (2) parties were staying in motels. Beach use, swimming, and fishing were the objectives of their park visit.

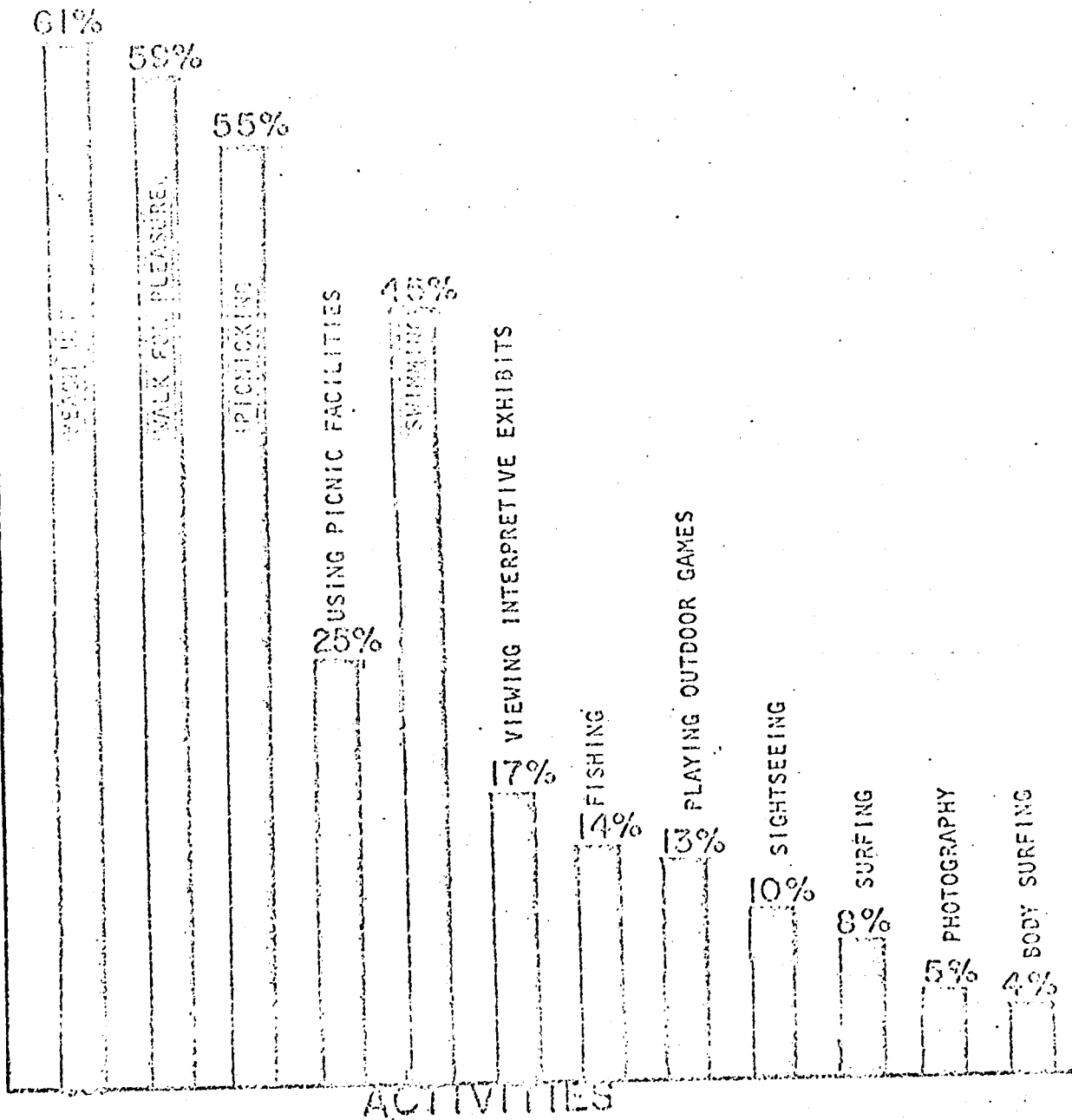
One (1) party camped at Henry Cowell Redwoods State Park was included in our contacts. They had enjoyed themselves by just relaxing on the beach.

DAY USE
ORIGIN SUMMARY
SEACLIFF S.B.
Summer 1968



DAY USE
ACTIVITY SUMMARY
SEACLIFF S.D.
August 1968

PERCENT PARTICIPATION



ACTIVITIES

Overnight Use Survey

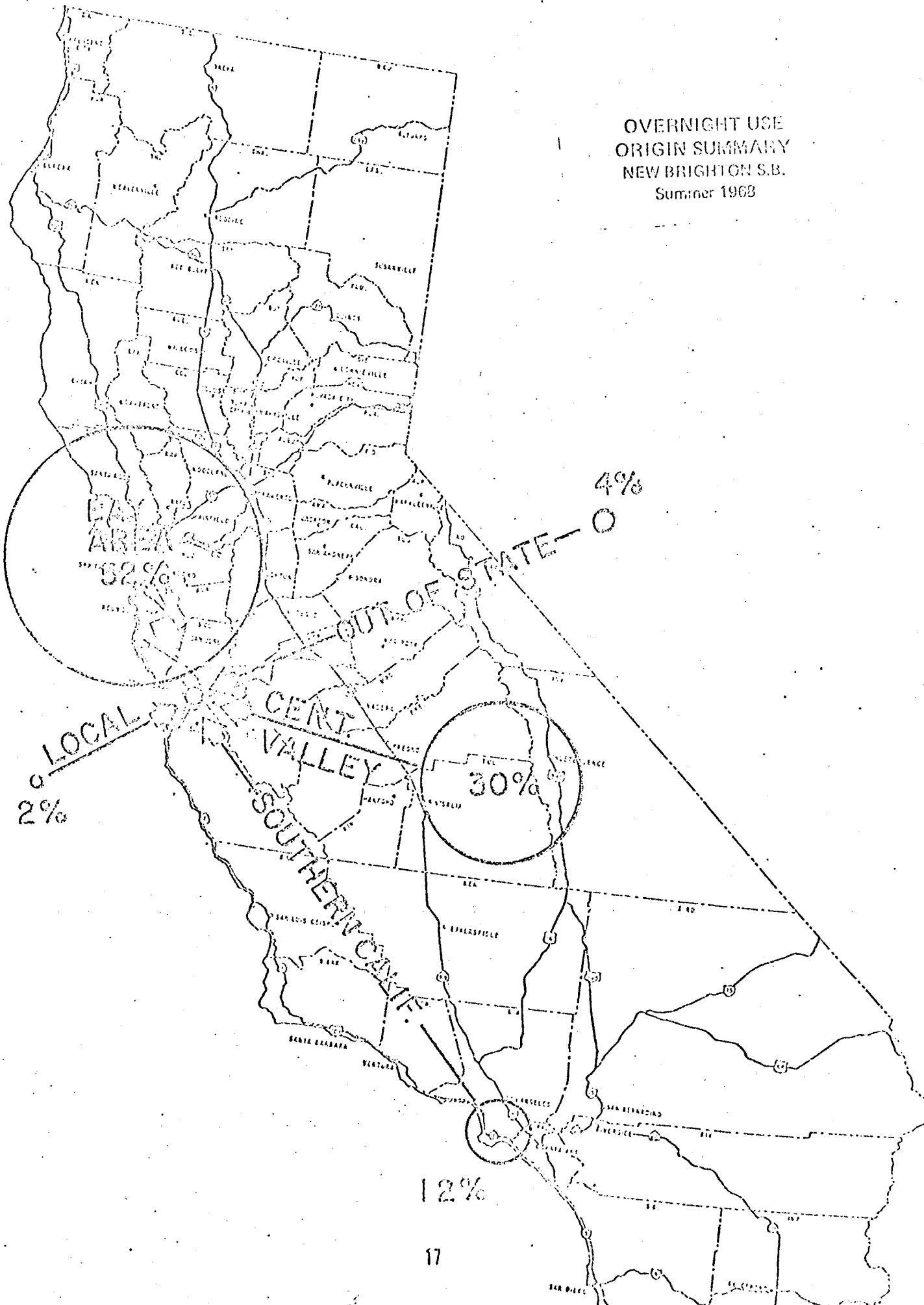
An overnight use survey was not made at Seacliff State Beach. A survey was made of New Brighton State Beach, one mile upcoast from Seacliff State Beach. Since a similar pattern exists for overnight use between the two State Beaches, the survey for New Brighton State Beach is included as follows:

At New Brighton State Beach, a total of 132 camp parties were interviewed. Of these, 59 parties (45%) spent their entire stay in the park unit, but 73 parties (55%) left for other recreation destinations. Of those who left, 73% visited commercial facilities and 73% also visited other State Park units. Of those parties who left the park to visit commercial facilities for recreation, attendance at an amusement park or pier was by far the most popular recreation. Sight-seeing was the next most popular activity, with outdoor games and sports, beach use, walking for pleasure, fishing, body surfing, picnicking, swimming and eating out more or less grouped together as third most important interests at commercial places.

Campers at New Brighton showed their next preference in areas when 48 parties (66%) who left, visited Seacliff State Beach. This park, about one mile away, offered a pleasant walk down the beach. About 50% of the visitors from New Brighton to Seacliff walked there. The big attraction there was the beach, the "concrete ship", and the fishing it had to offer. Sight-seeing and swimming were popular for 25% of the parties. Photography and picnicking were a lesser choice for recreation, with seven parties participating in each. Hiking, body surfing, and outdoor games and sports constituted the remainder of significant participation.

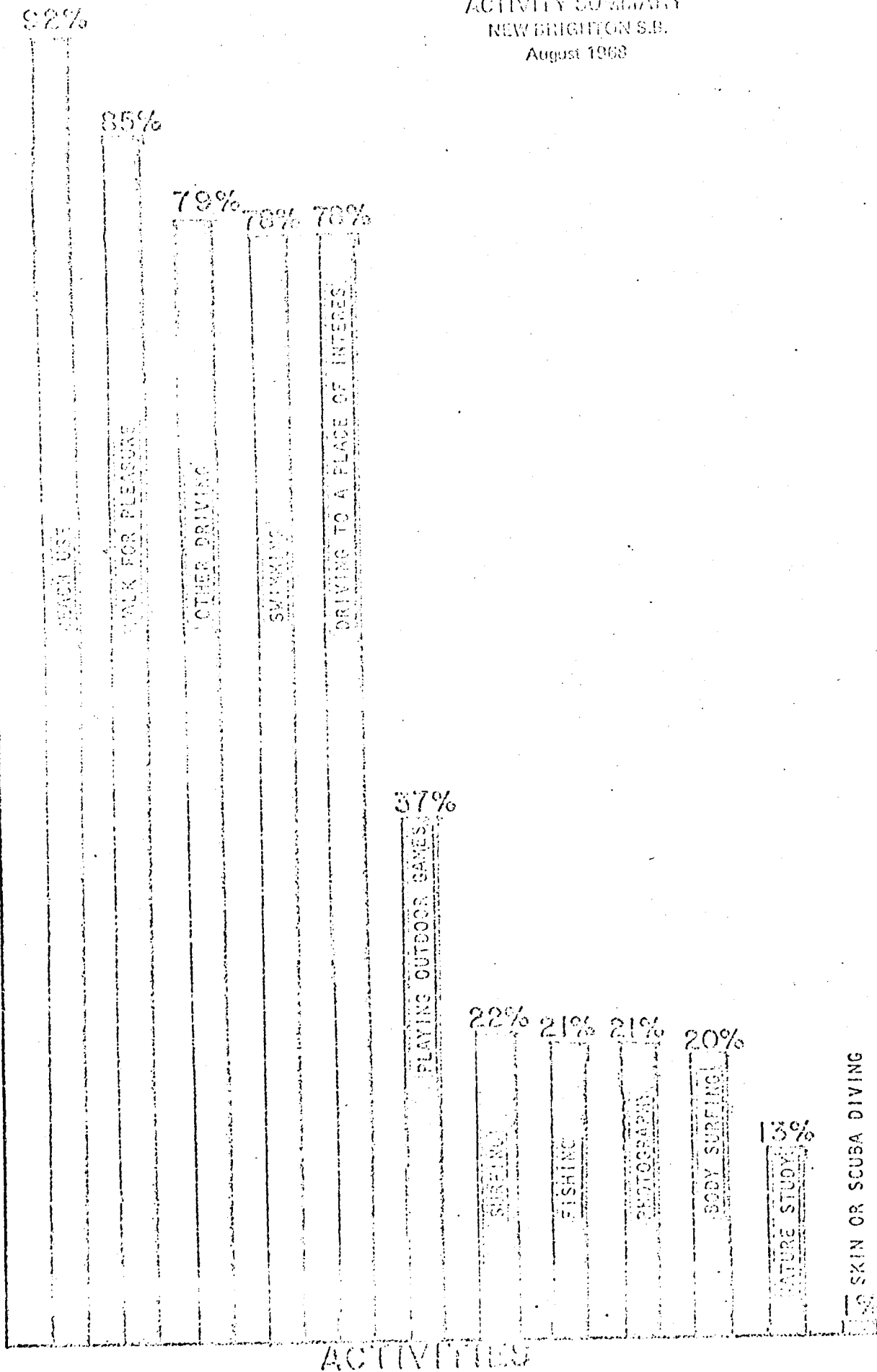
Sunset State Beach and Capitola State Beach each drew about 10% of the travelling campers. The main attraction at Sunset appeared to be sight-seeing and walking for pleasure and, to a lesser extent, swimming and wading. Capitola's attraction was for the sight-seeing and the beach use it offered.

OVERNIGHT USE
ORIGIN SUMMARY
NEW BRIGHTON S.B.
Summer 1963



OVERNIGHT USE
ACTIVITY SUMMARY
NEW BRIGHTON S.B.
August 1968

PERCENT PARTICIPATION



Big Basin, Natural Bridges, and Twin Lakes each drew one or two parties from New Brighton State Beach. Their main attractions were sight-seeing and picnicking.

Potential Use

Seacliff State Beach provides an opportunity for the public to enjoy surf and sand activity on both a day-use and overnight use basis. The State Beach experiences public use demand beyond its capacity during numerous weekends of the summer vacation season. Proposed facilities are designed to accomplish the following:

1. To maximize parking opportunities for day-use and overnight use.
2. To enhance picnicking.
3. To provide "teen activity and interpretive centers".
4. To provide for greater people mobility along the beach by providing a wide promenade capable of allowing tram transit.
5. To create a pleasing environmental design for the Esplanade area.
6. To provide for a children's play area (tot lot).
7. To effectively control automobile traffic along Beach Road in the Rio Del Mar unit.
8. To provide for adequate comfort stations and dressing rooms in the Rio Del Mar unit.
9. To create a pleasing effect, including erosion control and sand drift, through planting of trees, shrubs, and ground covers.

Carrying Capacity

Water oriented activity is the prime interest at Seacliff State Beach. The carrying capacity is based on maximum use of the sand beach area, the pier, the picnic areas, the teen activity areas and the promenade.

The sand beach area capacity is based upon a maximum density of one person to one hundred square feet. The pier capacity is based on one person for each fifty square feet of space. The picnic areas are based upon eight persons per picnic table. The teen activity areas are based upon one person for each ten feet of space. The promenade is based upon one person to each one hundred square feet of space.

The instantaneous capacity of the unit is based upon maximum day-use and includes the following:

1. Beach and water oriented activities	21,000 people
2. Pier	400 "
3. Picnicking	1,000 "
4. Teen activity area (includes interpretive use) . . .	500 "
5. Promenade	<u>2,000</u> "
	24,900 "
Total instantaneous capacity	25,000 people

Estimated Visitor Attendance

Annual visitor attendance at Seacliff State Beach when fully developed is estimated to be 1,305,000 persons.

Attendance is estimated on the basis of two seasonal use periods as follows:

1. Summer vacation period (mid-June through Labor Day weekend).
2. Fall-winter-spring period (mid-September through mid-June).

Summer Vacation Period

The peak of visitor attendance at Seacliff State Beach occurs during the summer vacation period. This period includes approximately 75 use days including 12 weekends. Total parking space within the State Beach will

accommodate at one time 1,526 cars. Approximately 6,000 persons will be paid visitors. During this period, it is expected that about another 6,000 non-paying visitors will use the State Beach on a daily basis by parking their cars on local streets and walking in. Included in this walk-in total will be people residing in the area in homes or in motels. During busy summer weekends, a turn over ratio of one and one-half times of visitors is anticipated.

The 12 weekend use is estimated to average about 3,500 paid vehicles per day for a total of 7,000 vehicles per weekend. This will amount to about 30,000 paid visitors per weekend. Another 30,000 will be non-paying visitors per weekend. The estimated total visitation for the 12 weekend summer vacation period will amount to the following:

Estimated paying vehicles	84,000
Estimated paying visitors	360,000
Estimated non-paying visitors	<u>360,000</u>
Total summer weekend use	720,000 persons

Weekday use (Monday through Friday) is estimated to have an average of 10,000 persons per day. One-half of these visitors will have paid the daily use fee. An average of 1,400 paid vehicles per day is estimated.

The estimated weekday attendance is as follows:

Estimated weekday use for the 75 use day period is estimated as follows:

Estimated paying vehicles	10,500
Estimated paying visitors	42,000
Estimated non-paying visitors	<u>42,000</u>
Total summer weekday use	84,000 persons

Total estimated summer period visitation is as follows:

Paying vehicles	94,500
Paying visitors	402,000
Non-paying visitors	<u>402,000</u>
Total summer visitation	804,000 persons

Fall, winter, spring period

Following Labor Day weekend the heavy day-use pressure will moderate with greater use experienced by overnight visitors with recreational vehicles as travel trailer, pickup camper and mobilehome bus. There will be 1,346 single automobile parking spaces available for overnight use. It is anticipated that 75% of the vehicles will be travel trailer units with the remaining 25% being pickup camper units and mobilehome bus. The allocation of parking spaces will be based upon three spaces per travel trailer unit, and two spaces per single recreation vehicle. Experience at Seacliff State Beach indicates that overnight use space will be occupied daily during the nine month period at least 75% of the available space.

The estimated visitation for the fall, winter, spring period is as follows:

Overnight use - 100,000 paying recreation vehicles with
400,000 paying visitors.

Day-use - 15,000 paying vehicles with
60,000 paying visitors
15,000 non-paying vehicles
125,000 non-paying visitors

Summary of estimated visitor attendance

Day-use - 905,000 persons

Overnight use - 400,000 persons

Total estimated visitor use 1,305,000 persons

NEED

Population

Seacliff State Beach is a unit of the Santa Cruz Coast State Beaches located within the one-to-two hour travel time zone of the San Francisco Metropolitan Complex^{1/} and within the two-to-four hour travel time zone of the Sacramento, Fresno and Stockton Metropolitan Areas.

Existing and projected populations* of these population centers are:

	<u>1970</u>	<u>1980</u>	<u>1985</u>
San Francisco-Oakland-San Jose Metropolitan Complex	4,334,200	5,797,300	6,500,700
Sacramento Metropolitan Area	642,100	845,100	952,500
Fresno Metropolitan Area	443,500	525,400	572,400
Stockton Metropolitan Area	298,200	333,100	356,200

*Department of Finance

Recreation Demand

The recreation demand for residents of these metropolitan centers is increasing faster than the population growth. The San Francisco Metropolitan Complex, which will exert the greatest pressure on this area, is expected to realize a 67% population increase between 1960 and 1980. During this same twenty year period, the recreation demand is expected to increase 90% or 1.34 times the population growth.

The new facilities needed from all suppliers to meet existing and future recreation demands of these metropolitan centers within their respective travel time zones of Seacliff State Beach include:

^{1/} Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano Counties.

<u>One-to-two hour travel time zone</u>	<u>1970</u>	<u>1980</u>	<u>2000</u>
San Francisco-Oakland-San Jose Metropolitan Complex			
Camp Units	2850	3010	5740
Picnic Units	-471 (excess)	-31 (excess)	2049

Two-to-four hour travel time zone

Sacramento Metropolitan Area			
Picnic Units	157	277	607
Fresno Metropolitan Area			
Picnic Units	146	226	306
Stockton Metropolitan Area			
Picnic Units	-26 (excess)	14	94

Visitor Survey

A survey of visitors to another unit of the Santa Cruz Coast State Beaches, New Brighton SB, during the summer season of 1969, indicates that 72% of overnight use was generated from these four northern California metropolitan centers. 51% was generated by the San Francisco Metropolitan Complex. A similar survey conducted among day users at Seacliff State Beach, indicated that 71% were from these four northern California metropolitan centers. 65% of the day users resided in the San Francisco Metropolitan Complex.

Analysis of use at existing units in this area indicate that there is a need for an additional 664 camp units. Seacliff, because of its limited capacity and desirable location, was filled to capacity 87 nights during the 1968 summer season.

Santa Cruz Coast State Beaches had an attendance of over 2.3 million in 1969-1970 fiscal year. Of this, Seacliff State Beach accounted for 851,533 visitors.

THE PLAN FOR DEVELOPMENT

Design Objectives

The principal resource is the beach. The design objective is to provide for the maximum use of the beach through provisions for day and overnight use.

A secondary objective for recreational use by the public is the pier and the landward section of the beached concrete ship. Fishing, strolling, and sunning are principal interests on the pier.

Seacliff State Beach has undergone extensive capital outlay development in recent years particularly in the improvement of access from the freeway, parking on the bluff, installation of new picnic facilities, and stairway access from the bluff to the beach.

In the Seacliff Unit of the State Beach, the objective is to provide for additional parking to allow for greater numbers of visitors for day as well as overnight use. To accomplish this will require development of an unused area revamping of the present campground, and redoing the present picnic area.

In the Rio Del Mar unit the design objective will be to create a controlled vehicular access to Beach Road, enhance parking, and create an activity area in the Esplanade area.

Connecting the two units by a bridge spanning Aptos Creek with a promenade the entire length of the beach will be a goal to reach to allow for better public use as well as administrative control.

Seacliff Unit

The Bluff Area

This is the entrance from the Freeway and has a checking station where fees are collected, a parking area, and is the head of the stairway access to the beach.

In addition, a fenced service yard with one utility building occupies a corner of the property. The plan proposes adding an additional 500 car parking area; planting to trees, shrubs and ground covers; building four picnic ramadas adjacent to the walkway and overlooking an extensive section of the Monterey Bay coast. The new parking area is proposed to be turfed, rather than paved, and to serve for overflow day use parking as well as an occasional campsite for organized travel trailer and camper clubs. From the bluff area a tramway system is proposed to operate to transport visitors throughout the State Beach.

The Beach Area

The section of the beach upcoast from the office, comprising the campground and day use parking is proposed to be revamped to gain the maximum single car parking space. Present facilities now provide for 26 travel trailer or camper sites, and 145 single car spaces. The plan proposes to change the campsites to single car spaces providing for this section space for 244 cars. This space can then be used alternately with overnight use providing for 122 camper spaces or 81 travel trailer sites. The three existing comfort stations and dressing rooms will remain and the present asphalt walk will be enlarged and improved to provide for tram service.

The section of the beach area downcoast from the office will be improved to place the present access road at the toe of the bluff thereby correcting a hazard to children as well as adults. An existing frame comfort station as well as a concrete block comfort station will be razed to accommodate the proposed improvements. The existing 12 picnic ramadas are proposed to be relocated at the edge of the beach adjacent to a proposed promenade. The present site of the ramadas will be developed to parking space. A correction to the existing wood stairway to the beach will be required to clear the proposed road at the toe

of the bluff.

The area at the foot of the pier will be developed as a "teen" activity area and as an interpretive area. With supervision, and scheduled, teen activity can concentrate on music, plays, rap sessions and other forms of meaningful young people activity. A new comfort station and dressing room is planned here and planting will be done to give a pleasing appearance to the area.

At the lower end of the beach a bridge spanning Aptos Creek will connect the two units.

Rio Del Mar Unit

The Esplanade Area

This area is the beach commercial center for the Rio Del Mar community. It is a marginal area insofar as stores and business are concerned. There are motels, rental units, and condominium apartments in the area. Five roadways radiate out from this area creating a congested site in need of traffic easement. The Esplanade has parking space for 81 cars, all on Santa Cruz County right-of-way. The County Sheriff's Department find this area a matter of concern in controlling people activity. This is the location where traffic control along Beach Road is considered necessary to prevent "jamming up" at the dead-end of the public road.

Negotiations are underway with the County to relinquish portions of the Esplanade, all of Beach Road and all of the 37 foot walkway fronting the beach front rental apartments, to the State.

Utilizing the portions of the Esplanade, and all of Beach Road to be relinquished to the State, the plan proposes to create a pleasing environment in the Esplanade and provide for movement of concentrations of people. This is the

pedestrian access to this unit of the State Beach. An existing seawall will be left intact as protection to inland buildings. On the inland side of the wall the old concrete walk and 3/4's of the parking area, comprising some 61 car spaces, will be redeveloped to a pedestrian concourse and activity area. Planting and site development will enhance this area as an attractive element of the community. On the seaward portion of the Esplanade and wall, there is proposed a tot lot and freeform section of the promenade. Here the tram will discharge and take on passengers for transit up and down the beach. / An existing old comfort station and dressing room will be razed to make way for a new access to Beach Road. A new comfort station and dressing room will be built nearby on the Promenade.

Access to Beach Road will be realigned to provide for a checking station and control gates. Beach Road will be improved to its downcoast terminus where a new ^{an 8} 180-car parking area is proposed. Beach Road will have a 5 foot sidewalk and curb ~~on the residential side, and a 20-foot promenade on the seaward~~ ^{side} walk. Since the road and promenade will be about four feet above the beach level, planting is proposed the full length of the development for erosion control and esthetics. Two 7000 series comfort stations and dressing room buildings, in addition to the one at the Esplanade, are proposed at distances of about 1200 feet apart. The walk on the beach in front of the island homes will be 12 feet wide.

Utilities

Treated water, electrical service, and sewers are located in the area. Upgrading of feeder lines are considered necessary and are incorporated in the cost estimate.

COST OF FULL DEVELOPMENT

The total cost of development of the Seacliff State Beach project, including the initial purchase price of equipment to operate the project, is estimated at \$1,698,450.* \$2,000,000

The following estimate is broken into two parts, each part representing the two units of the State Beach:

Seacliff Unit

Demolition	\$20,000	
Clearing and grading	66,200	
Paving	92,000	
Curbs, walks and headers	78,800	
Planting	23,500	
Irrigation System	38,500	
Drainage facilities	10,000	
Pedestrian Overpass and stairs	13,000	
Retaining walls, bulkheads and riprap	150,000	
Picnic facilities	70,000	
Comfort station and dressingroom #7000 series	54,000	
Utilities	<u>33,000</u>	
Sub-total	<u>\$649,000</u>	
Construction Cost	\$649,000	
Architectural and Engineering services including supervision and contract administration	\$100,000	
Facilities Cost	749,000	
Equipment Cost	<u>60,000</u>	
Total Project Cost Seacliff Unit	\$809,000	\$1,000,000

Rio Del Mar Unit**

Esplanade site development	\$120,000	
180 car parking area	60,000	
Promenade including Beach Road, sidewalks, curbs	480,000	
3 comfort station and dressingroom buildings #7000 series	160,000	
Bridge spanning Aptos Creek	35,000	
Sound equipment for Esplanade Area	15,000	
Control Gates including checking Kiosk	<u>10,000</u>	
Facilities Cost	\$880,000	
Equipment Cost	<u>9,450</u>	
Total Project Cost Rio Del Mar Unit	\$889,450	\$1,024,950

Staging Cost

Stage I	(Rio Del Mar Unit)	\$889,450	\$1,024,950
Stage II	(Seacliff Unit)	\$809,000	\$1,000,000

*For that portion of the estimate relating to the Rio Del Mar Unit this figure is a preliminary estimate by the Department of General Services, Office of Architecture and Construction, based on General Development level planning studies. It also includes estimates by the Department of Parks and Recreation for initial equipment cost.

The estimate relating to the Seacliff Unit was prepared by the Department of Parks and Recreation.

1971

Estimates are based on 1970 price levels. Additional detailed planning by the Office of Architecture and Construction, will result in more accurate cost estimates for individual capital outlay projects staged from the General Development Plan.

**This figure includes construction cost and Architectural and Engineering services including supervision and contract administration.

FACILITIES AND COST SUMMARY

<u>Type of Facility</u>	<u>Existing</u>	<u>Proposed Additions</u>	<u>Total</u>
Parking (Serving Daytime Beach Use)	685	841	1526
Camping (Alternate use of parking area)	26	478	504
Travel Trailer	(26)	(310)	
Camper Vehicle (single vehicle)	(0)	(168)	
Picnicking (Ramadas - 1 old unit to be removed)	12	10	22
Comfort Station and Dressing Rooms (2 units to be removed)	4	4	8
Concession Building (Snack bar, fishing gear and bait)	1	0	1
Entrance checking Stations	1	1	2
Park Office	1	0	1
Park Utility Buildings	1	0	1
Promenade Walk and tramway (Miles)	0	1-3/4	1-3/4
Children's sand play area	0	1	1
Teen activity center (dual use as Interpretive Area)	0	2	2
Recreation Pier (Including broken concrete ship)	1	0	1
Access stairway (between Bluff Parking Area and Beach)	1	0	1
		<u>\$2,025,950</u>	<u>\$2,000,000</u>
Development Cost including initial equipment		\$1,698,450	\$1,700,000
	\$75,000	\$ 175,000	\$ 250,000
Estimated Yearly Operations Cost	\$74,654	-\$58,081	\$-132,735
Annual Revenue (overnight, day use and concession fees)	\$88,431	\$ 270,569	\$ 359,000
Attendance (Number of people)	\$851,533	\$ 453,467	\$1,305,000

ESTIMATED ANNUAL REVENUE

1. Day and overnight use fees.

A. Summer period	\$94,000
Day use fee @ \$1.00	
B. Fall, winter, spring period	255,000
Day use revenue	\$15,000
Overnight use revenue	250,000
Overnight use fee based on	
\$4 reserved space	
\$1 non-reserved off-season rate	

Total day and overnight use fee	\$349,000
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2. Concession lease fees

A. Estimated yearly fee based on sales of food, fishing gear and bait	10,000
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Estimated total annual fees	\$359,000
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OPERATION

\$250,000

It will take ~~\$122,735~~ annually to operate and maintain the facilities delineated in this plan which provides for full development of Seacliff State Beach.

Operating funds are broken down into \$77,916 for permanent personnel, \$29,319 for seasonal personnel, and \$25,500 for operating expense.

Seacliff State Beach is an all year operation. Even during periods of stormy mid-winter days the overnight use areas are at the least 75% occupied. Aptos Creek divides the State Beach into two operational units; Seacliff and Rio Del Mar. The Seacliff unit, upcoast of Aptos Creek, has visitor control through a controlled vehicular access and checking station. Operational problems are more complex at the Rio Del Mar unit since, at present, there is no control of visitor access. The General Development Plan provides for vehicular control at the Rio Del Mar unit. However, pedestrian access will continue to be free and unrestricted.

The day-use at the State Beach gains momentum with the warming trend in April, and continues to its peak during the summer months, tapering off during the fall season.

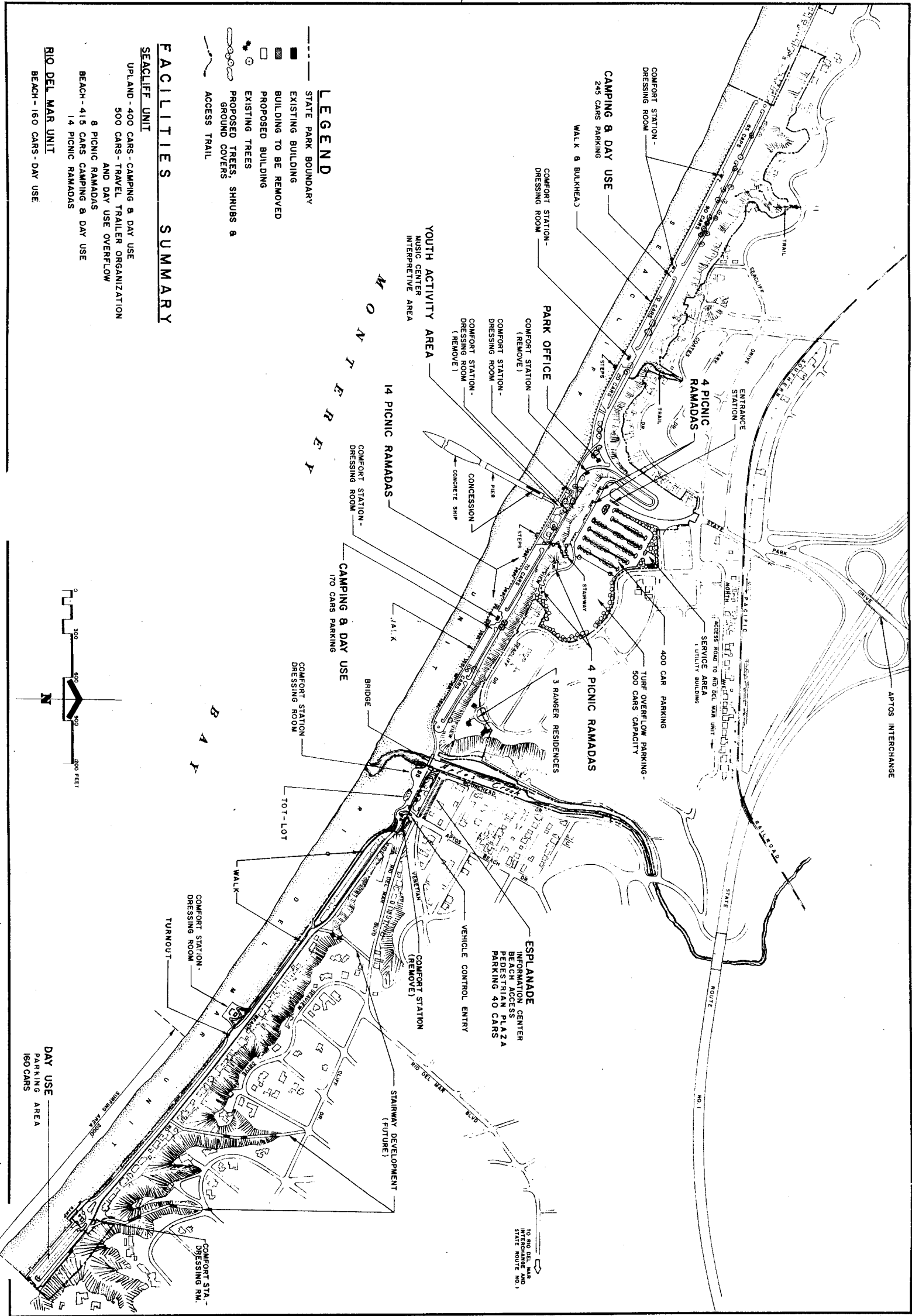
Overnight use will be permitted during the peak day-use period when it will not be in conflict with the need for day-use parking. Otherwise, the principle overnight use period will be after Labor Day to mid-June. During this period it is anticipated that organizational travel trailer clubs and others will make use of the facilities for varying periods.

Beach operation is more expensive than the other types of day-use areas because of the necessity to clean regularly the seaweed and debris deposited by the surf;

correction of storm damage to the beach; enforcement and safety problems relating to extreme concentrations of large numbers of people; and the maintenance is increased and complicated by the corrosive effects of salt water. It should be understood that these cost factors are offset by the higher percentage of revenue to operating costs at beach units of this type inspite of the large numbers of non-paying visitors who walk-in.

The yearly operational cost breakdown for additional staff and operating expenses necessary to operate Seacliff State Beach are estimated at:

ANNUAL COSTS			
<u>Staff</u>		<u>Existing</u>	<u>Additional</u>
Permanent	61 MM	\$40,275	108 6T MM \$37,64T \$75,000
Seasonal	43.4 MM	18,879	128 24 MM 10,440 85,000
Operating Expense		<u>15,500</u>	<u>10,000</u> 15,000
Sub-Totals		\$74,654 \$75,000	\$58,081 \$175,000
Total anticipated operating costs		\$132,735 \$250,000	



DRAWING NO. 12580	SHEET NO. 1 OF 1	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION		DESIGNED B. CORNELL 8-6-71
		APPROVED <i>[Signature]</i>	DATE 4-30-73	DRAWN W. KURUMOTO 1-1-71
SEACLIFF STATE BEACH GENERAL DEVELOPMENT PLAN		REVISIONS THIS PLAN SUPERCEDES THE PRELIMINARY GENERAL DEVELOPMENT PLAN DATED 8/24/69 AND ISSUED BY WOTT. REVISIONS ARE: 1-RELOCATION OF COMFORT STA. DRESSING ROOM AT ESPLANADE. 2-MOVE 160 CAR PARKING 40 NORTH TO SAVE BEACH AREA & RELOCATION OF COMFORT STA. DRESSING ROOM. 3-RELOCATE WALK AROUND TOT LOT. 4-RELOCATE 17' WALK WITHIN 31' RIGHT-OF-WAY ON SEAWARD SIDE.		PROJECT MGR. E. U. BLANCHFIELD

Addendum to General Development Plan (1976)

This original approved General Development Plan for Seacliff State Beach was prepared by the Master Planning Branch in December 1970 and revised December 1971.

A submission for major construction for the Rio Del Mar portion of Seacliff was made in the 1972-73 fiscal year, utilizing the General Development Plan as revised in December 1971. This budgetary request was based partly on lands which required relinquishment by the County to the State of California.

Negotiations with the County failed, as title to the property proved to be badly clouded to the extent that relinquishment was impossible at that time. This negated all development as proposed in the 1972-73 submission.

The current budget request for 1977-78 fiscal year is based only on property within the ownership boundary of the Department of Parks and Recreation.

Three major elements shown on the master plan and submitted in the 1972-73 fiscal year request cannot be currently submitted:

1. Vehicle control entry of Beach Drive
2. Esplanade Activity Area (on parking side of the seawall)
3. Down-coast people mover (tram)

If, at sometime in the future, the property in question could be cleared of title and the County be willing to relinquish the necessary property to the State, the request submitted in the current budget (1977-78 f.y.) does not preclude the development of the three major issues above stated.

The updating of the present comfort station-dressing room structure on the esplanade is necessary in order to bring the building to an acceptable sanitary standard. Should it be possible and desirable to some day activate the vehicle control entry at Beach Drive, as shown on the master plan, it may then be necessary to relocate the structure elsewhere.

The current request in the 1977-78 submission is based upon original concepts embodied in the General Development Plan, but adjusted in some instances in order to orient them to state owned property.

Present Visitor Use - UPDATE

The summary report of visitor attendance for fiscal year 1975-76 is based upon paid attendance at the Seacliff unit (upcoast from Aptos Creek) where there is controlled vehicular access through a checking station; and an estimated visitor use at the Rio Del Mar unit (downcoast from Aptos Creek) where there is free vehicular access. Visitors may walk in to both units free of charge.

1. Paid Day Use

a. Cash - Vehicles	105,637	Persons	422,548
b. Groups - Number	<u>199</u>		<u>5,818</u>
Total Vehicles	105,836	Total Persons	428,366

2. Free Day-Use

a. Total Walk-In Persons		212,347
b. Visitor - Vehicles	40,284	<u>141,078</u>
		Total Persons 353,425
		Total Day-Use Persons 781,791

3. Camping

a. Sites Used	9,241	
b. Total Persons	35,176	
		Total Camping Persons <u>35,176</u>
		Total Visitor Use (Persons) 816,967

4. Visitor Turnaways (no day-use parking or camping use available)

a. Day-Use Turnaway Persons	26	26
b. Overnight Use Turnaway Vehicles	16,555	<u>66,220</u>
		Total Turnaways (approx.) 66,246

STAFFING NEEDS
(In Man Months)

Permanent Staff

	<u>Existing</u>	<u>Additional</u>
Ranger II	12	7 12
Ranger I	24	36 48
Park Maintenance Man II	6	7 -
Park Maintenance Man I	12	7 24
Park Maintenance Assistant	6	24 24
Equipment Operator	<u>1</u>	<u>7</u> 1
Sub-total Permanent Staff	61	67 109
Total Permanent Staff 121 170 mm		

Seasonal Staff

Park Aid	<u>43.4</u>	24 72
Sub-Total Seasonal Staff	43.4	24 72
Total Seasonal Staff-----67.4		
TOTAL STAFF (At Full Development)	-189.4- 341.4	

Seasonal Staff (cont.)

State Park Ranger Int.		24
Lifeguard Supervisor		8
Lifeguard		<u>24</u>
Subtotal seasonal staff	43.4	
Total Seasonal Staff	171.4 mm	128